

MANAGEMENT BRIEF

DATE: December 5, 2011

TO: Mayor Davidson and City Councilmembers

FROM: Mike Bergstrom, Senior Planner, 425-452-6866
Department of Planning & Community Development
Franz Loewenherz, Senior Planner, 425-452-4077
Transportation Department

SUBJECT: Project Update - Eastgate/I-90 Land Use and Transportation Project

Introduction and Background

The planning process for the Eastgate/I-90 Land Use and Transportation Project is nearing completion. The Eastgate/I-90 Citizen Advisory Committee (CAC) will soon finalize its "preferred alternative" and recommendation to Council. Tonight staff will brief Council on the emerging preferred alternative and identify future steps in this planning process.

The CAC has been meeting since November 2010 on the development of a long-range land use and transportation plan for the Eastgate/I-90 corridor. This plan is intended to guide development in the corridor over the next 20-year period, and builds upon and reflects several important themes:

- It seeks to enhance the area's economic future and capture market-driven opportunities;
- It better integrates transportation and land use, making the area less auto-dependent;
- It improves the corridor's visual character as a major link in the Mountains-To-Sound Greenway;
- It protects and enhances neighborhood-serving retail;
- It recognizes and leverages Bellevue College's prominence in the corridor;
- It establishes a transit-oriented mixed-use focal point that leverages recent public investments in the Eastgate Park-and-Ride and I-90 direct access ramp improvements;
- It addresses transportation network deficiencies;
- It recognizes and protects sensitive environmental features; and
- It promotes partnerships and development incentives to help bring about the corridor vision.

(See Attachment A – Project Timeline, Attachment B – Study Area Map, Attachment C – Preliminary Preferred Alternative, and Attachment D – Transportation Improvements.)

Community Outreach

Throughout this project, staff and the CAC have engaged the public to help inform the early draft alternatives and, ultimately, the preferred alternative. Through several public open houses, online surveys, stakeholder interviews, presentations to interest groups, and website updates, we have heard desires and concerns of employers and employees in the study area, as well as residents surrounding the study area. Common themes that have been expressed include a desire for a less auto-dependent environment, improved visual character, and preservation and enhancement of support retail and service uses. The most often-repeated concerns are traffic congestion (existing and future) and potential impacts to natural drainage systems. The preferred alternative being developed by the CAC is intended to address these and other issues.

Recent Progress

The last project update to Council was in July, 2011. At that time, the CAC had finalized a “No Action” scenario that illustrated projected land use growth in the corridor if no changes to development policies and regulations were adopted, and three “Action” alternatives. The Action alternatives explored a range of land use choices and transportation options, with each alternative focused on a different theme or emphasis. Alternative 1 emphasized a Jobs/Housing mix, Alternative 2 built on the corridor’s history as a Regional Employment Center, and Alternative 3 focused on Functional Improvements. Each draft alternative included projections of growth in the study area by land use type (e.g., office, retail, residential) to the year 2030.

The CAC recessed over the summer months, to allow staff and the consultant team to evaluate the different alternatives and their components against the Project Principles approved by Council at the project start (Attachment E) and the Evaluation Criteria developed by the CAC (Attachment F). This culminated in a report that was presented to the CAC in the fall, and helped inform the development of a preferred alternative.

In recent meetings, the CAC has focused on developing the preferred alternative. On November 3, the CAC gave staff and consultants direction for further refinement of the alternative. Completion of the preferred alternative is expected at the next CAC meeting (January 5, 2012), which will then be embodied in a final report for transmittal to Council in early 2012.

The Preliminary Preferred Alternative

The preliminary preferred alternative draws elements from each of the draft “Action” alternatives. Like Alternative 1, it adds residential use to the corridor (though a lesser amount). Like Alternative 2, it builds on the corridor’s strength as an employment center and adds office space. Like Alternative 3, it seeks to address known existing and future transportation issues, and also to strengthen neighborhood-serving retail and services.

The preliminary preferred alternative envisions more redevelopment than new development, simply because few vacant parcels exist within the study area. It concentrates most

redevelopment in a transit-oriented core that integrates the Eastgate park-and-ride/transit center, properties extending east of the transit center, and the south portion of Bellevue College. This core area would become a focal point and gateway for the Eastgate area. To be successful, this TOD core must fully integrate the envisioned land uses with the transportation system, and must have good internal circulation (motorized and nonmotorized). It must have a mixture of uses that includes a residential component, a vibrant pedestrian-oriented hub that includes office, housing, college, and associated commercial services (e.g., coffee shops, book stores, convenience stores, restaurants, etc.), pedestrian amenities, and high-quality urban design. It must have good connectivity to the Eastgate park-and-ride, Bellevue College, and other surrounding properties. Sufficient development potential needs to be created to support the range of uses envisioned.

Other land use concepts reflected in this alternative include:

- A more external physical orientation of Bellevue College is promoted by encouraging a mixed-use presence near its 148th Ave SE entrance and a physical interface with the Lincoln Executive Center properties and envisioned TOD center to the south.
- Richards Valley retains its light industrial emphasis, while allowing/encouraging flex-tech or research and development uses. Stream and vegetation corridors are enhanced as redevelopment occurs.
- Opportunities for office development are created along Eastgate Way, on and around a vacant 14-acre site owned by King County (west of Sunset Corporate Campus).
- South of I-90, the north Factoria area builds on the existing retail and office center and adds the opportunity for residential uses.
- Opportunities for additional office development are created in a number of locations, including east of the T-Mobile complex to 142nd Place SE, east of Eastgate Plaza, and north of I-90 in the I-90 Office Park. In the Sunset Village area, office use is envisioned as a “back-up” scenario in the event that the existing auto dealerships vacate or reduce their physical footprints at some time in the future.
- Retail uses are protected or increased in several locations, not only where retail presently exists, but also through added flexibility to include support retail and services within office developments.
- Eastgate Plaza continues to serve the retail needs of both nearby office workers and adjacent neighborhoods. Neighborhood-supportive services would be encouraged here.
- Opportunities for redevelopment are encouraged and accommodated through increases to allowable building heights and floor area ratios (FAR), which vary by location.

The Citizen Advisory Committee considered the body of research showing that residential and employment densities have a strong relationship to transit ridership when making its land use decisions in the Eastgate/I-90 Project. Directing more future land uses where more people can directly access and use transit increases the Eastgate/I-90 corridor’s “geographic value” from a transit perspective, aligning with Metro’s new Strategic Plan and associated service guidelines.

This land use direction would be expected to have a significant influence on King County's transit resource allocation decisions relative to the project area in the future.

The transportation strategy advancing the preliminary preferred land use vision is attuned to Bellevue's limited level of readily available resources for capital improvements. Thus, early on in the planning process a number of potential projects were taken off the table from further consideration because of their significant expense. However, this did not deter the CAC from arriving at a balanced package of improvements that have the potential to relieve transportation choke-points, provide an enhanced environment for walking and cycling, and increase the attractiveness of transit as a travel option in Bellevue.

As part of our work on this project, transportation modeling was done on the No Action and three draft Action alternatives developed by the CAC and for the preliminary preferred alternative, which assumes the following transportation improvements:

- Targeting existing and future intersection "chokepoints" to improve safety, reduce congestion, and provide community gateway and identity opportunities. These include the intersections at Factoria Boulevard/SE 36th St, Eastgate Way/150th SE, Eastgate Way/156th SE, 150th SE and SE 37th St, and 150th SE/SE 38th St. Also included are projects currently identified in the City's adopted Transportation Facility Plan (TFP), such as adding a third southbound lane on 150th Ave SE (TFP-154).
- Promoting WSDOT corridor improvements to the I-90 mainline between 150th Ave SE and Lakemont Boulevard to help relieve peak-hour congestion on city arterials near freeway ramps.
- Coordinating with WSDOT on improvements to safety and congestion at the Lakemont interchange, including the installation of a second roundabout at the westbound ramp terminal.
- Completing a two-mile "missing link" in the Mountains to Sound Greenway Trail, the major non-motorized transportation facility extending from Central Washington to the Seattle waterfront.
- Creating a wider, covered pedestrian walkway across the 142nd Place SE bridge, to integrate designs of frontage roads along the I-90 corridor, improve transit operations, and provide connections to non-motorized paths, Bellevue College and the transit-oriented core.
- Completing pedestrian paths to provide better access between retail/service uses and office nodes, particularly in the eastern portion of the study area,
- Refining streetscapes to include boulevard treatments, interchange landscaping, and median plantings where possible, to improve the visual environment and overall character of the corridor.

Bellevue's transportation modeling efforts confirm that WSDOT's construction of auxiliary lanes on I-90 (\$191 million, WSDOT estimate) paired with city intersection improvements and an additional third southbound lane on 150th Ave SE (combined between \$10 and \$15 million, COB

estimate) would minimize the resulting queuing and congestion on City streets in the Eastgate area.

With respect to the above, Bellevue has been fortunate to see early wins on some of these improvements. WSDOT improved the wayfinding signage along I-90 this past summer. Scenic Byways grant funding for preliminary design of the two-mile “missing link” in Mountains-to-Sound Greenway Trail has been secured, and the City is proceeding with this work. The WSDOT improvements to the Lakemont/West Lake Sammamish interchange are scheduled to occur in 2013.

The visual character of the corridor will change in a variety of ways, but generally will consist of a greener character with judicious use of increased height, density, and mixed-use development in key locations. The most notable changes are:

- Transit-Oriented Development incorporating the Eastgate Park-and-Ride and nearby properties. Heights of 10-12 stories, with Floor Area Ratios of up to approximately 1.5-2.0, are envisioned. This reflects a departure from long-standing City policy to limit office FAR outside of the Downtown (with the exceptions of Bel-Red and the “grandfathered” Factoria annexation area) to 0.5, and also reflects a doubling of currently-allowable height at this location. This area would become the most active, visible, and pedestrian-oriented component of the study area.
- West of the Sunset Corporate Campus, along Eastgate Way (vacant King County site, and Humane Society site), office uses would be introduced. Heights of 8-12 stories are envisioned, with FARs of up to approximately 1.2.
- In other existing office areas (south of I-90 from Newport Corporate Center to 142nd, north of I-90 around 156th-160th) development potential would be increased to encourage office development where surface parking now exists. Recommended building heights and FARs for these areas have not yet been determined, but would be less than that for the two areas discussed above.
- Combined with the TOD core, the 142nd Place SE bridge would be improved to provide better bus service, an improved pedestrian environment (through weather protection), and other visual treatments to communicate a “gateway” or sense of arrival.
- A secondary gateway would be provided by enhancing the Eastgate interchange with natural landscaping, to convey the “city in a park” feeling. Boulevard treatments along 148th SE/150th SE would extend the green entry into surrounding neighborhoods.
- The “street level” character of the corridor would be improved by completion of the Mountains-To-Sound Greenway Trail, non-motorized connections to the MTSG Trail and between office and retail nodes, and the encouragement of ground-floor retail and pedestrian amenities in portions of the corridor.

Additional information about the preliminary preferred alternative is provided in Attachment C.

Next Steps

The next few months will see the completion of the planning process and the transmittal of a final report and recommendation from the CAC to Council. Following those steps and contingent on Council direction, the implementation phase will begin, including revisions to the Comprehensive Plan, Land Use Code, Transportation Facility Plan, and possibly other policy and regulatory documents. The sequence of these steps is envisioned as follows:

- Now: Refine alternative per CAC direction
- Now: Prepare additional environmental analysis and traffic modeling on the preliminary preferred alternative
- January 5, 2012: Finalize the preferred alternative and implementation strategies (CAC)
- February 2, 2012: Finalize report and recommendation to Council (CAC)
- February/March, 2012: Transmit final report and recommendation to Council. Assuming Council direction to proceed with implementation:
- Spring, 2012: Begin CPA/LUCA revisions (work through Planning Commission)
- Spring, 2012: Begin Transportation Facility Plan revisions (work through Transportation Commission)

ATTACHMENTS

- A. Project Timeline
- B. Study Area Map
- C. Preliminary Preferred Alternative
- D. Transportation Improvements
- E. Council Project Principles
- F. CAC Evaluation Criteria
- G. Land Use Projection Comparisons – No Action, Draft, and Preliminary Preferred Alternatives

**Nov 3 – Refine Preliminary
Preferred Alternative**

	Nov-Dec 2010	Jan-Feb 2011	Mar-Apr 2011	May-Jun 2011	Jul-Aug 2011	Sep-Oct 2011	Nov-Dec 2011	2012
CAC	Background & Context	Issues & Opportunities Land Use, Transportation, Urban Design, Environment	Identification and Analysis of Alternatives	Development of Preferred Alternative	Final Report	Comprehensive Plan and Development Code Amendments		
Outreach								
Reporting		Regular Briefings to Transportation Commission & Planning Commission Regular Briefings to City Council						



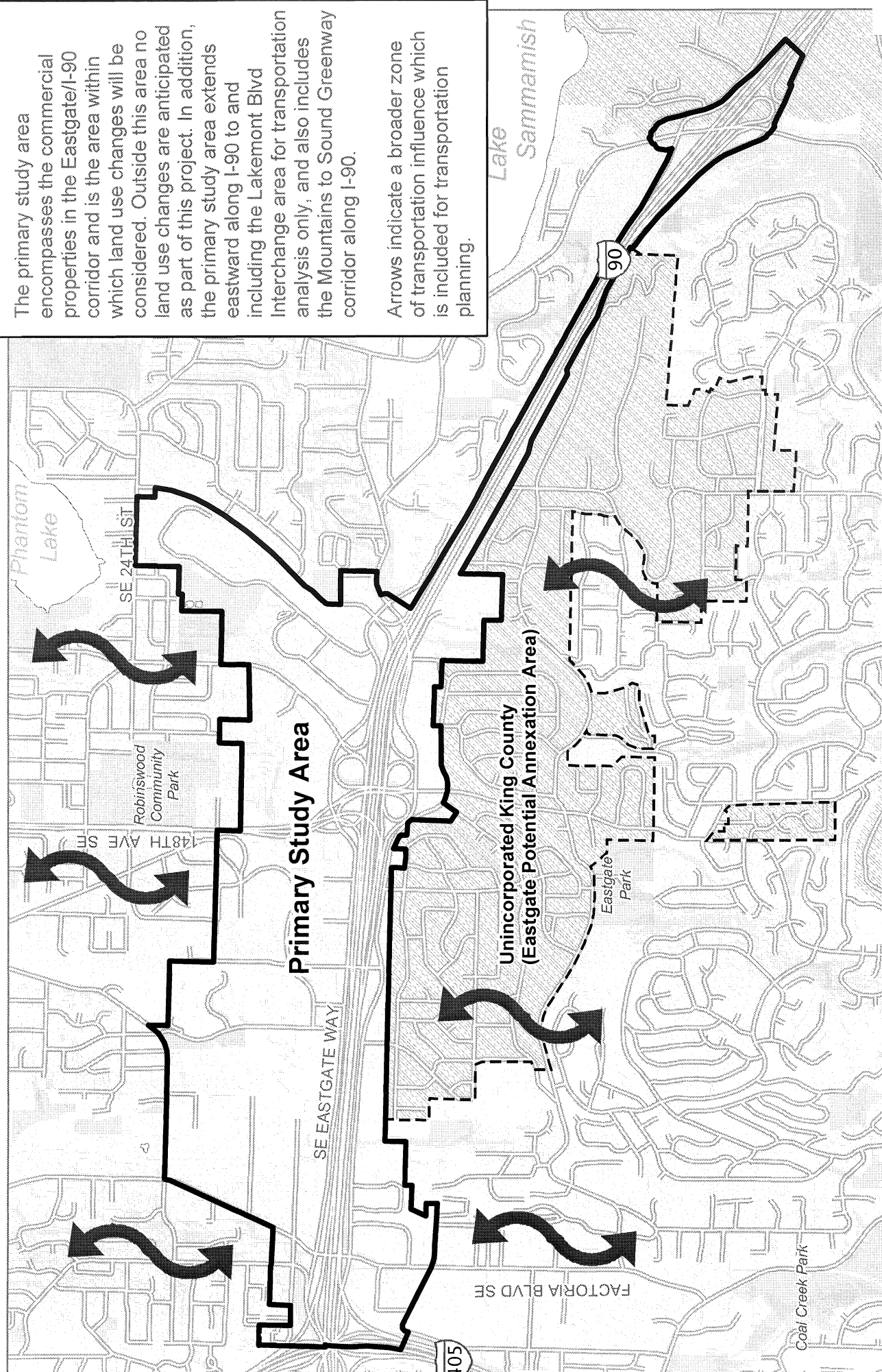
Eastgate/I-90
Land Use & Transportation Project

Project Timeline

The primary study area encompasses the commercial properties in the Eastgate/I-90 corridor and is the area within which land use changes will be considered. Outside this area no land use changes are anticipated as part of this project. In addition, the primary study area extends eastward along I-90 to and including the Lakemont Blvd Interchange area for transportation analysis only, and also includes the Mountains to Sound Greenway corridor along I-90.

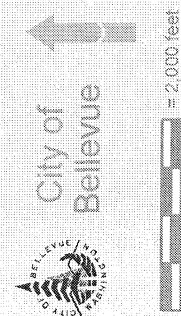
Arrows indicate a broader zone of transportation influence which is included for transportation planning.

Arrows indicate a broader zone of transportation influence which is included for transportation planning.

[illegible]

Eastgate/I-90 Land Use and Transportation Project Map

Approved by the Bellevue City Council on February 1, 2010





Eastgate/I-90

Land Use & Transportation Project

Discussion Draft

Preliminary Preferred Alternative

Objective

The preferred alternative is intended to:

- **Enhance economic competitiveness** by providing opportunities for additional high quality office and industrial infill development that builds upon existing assets in the corridor.
- **Improve corridor sustainability** by adding residential uses, enhancing environmental quality, adding tree canopy to the corridor, and increasing multi-modal transportation access.
- **Offer residents and employees opportunities for shopping and recreation** by transforming the Park-and-Ride into a multiuse facility with a mix of commercial, residential, institutional, and retail uses.
- **Enhance the livability of local residential neighborhoods** by adding commercial and community oriented services, proactively mitigating potential impacts, and increasing local connectivity and access to other parts of the subarea.
- **Improve transportation and mobility** by working with WSDOT to implement I-90 improvements, coordinating with transit agency partners and Bellevue College to reconfigure transit access for greater efficiency, positioning the corridor for high capacity transit improvements with supportive development at the Park-and-Ride, strategically upgrading specific roadways and intersections, and greatly enhancing pedestrian and bicycle access and connectivity throughout the subarea.
- **Support Bellevue College's institutional mission, presence within the city, and continued development** by improving access (especially transit and non-motorized vehicle connections) and encouraging supportive land uses nearby.
- **Improve the area's environmental quality, appearance, and regional identity** by enhancing natural systems and stream corridors, mandating high quality design, improving public lands and rights-of-way, and constructing the Mountains to Sound Greenway Trail.

Land Use Concept

Transit and Retail Center

Together, the Park-and-Ride, the Lincoln Executive Center site, surrounding parcels, and Bellevue College campus create a viable opportunity for a mixed use, pedestrian oriented activity center. Future development provides a high density mix of housing, office, institutional, and associated commercial

Attachment C

Preliminary Preferred Alternative

services (e.g., coffee shops, book stores, convenience stores, restaurants, etc.) to form Eastgate's central focal point and gateway . A new east-west "main street" creates an active ground floor retail and community gathering space between the Lincoln Executive Center buildings and the Park-and-Ride.

North of the main street, new high density residential buildings with ground floor retail provide the additional residents to support transit and retail, provide vertical access between the lower properties and Bellevue College, and may serve as student housing. A terraced hillside park also stitches the mixed use development to the campus above, aids with the hill climb, makes use of views from the higher elevation, and provides a public gathering and resting space for the hub.

South of the main street, high density office development adds office workers to support transit and retail, makes use of visibility from I-90, and buffers residential buildings to the north from I-90 noise and pollution.

West and northwest of the Park-and-Ride features similar but lower density land uses.

West of Center

West of the center, Richards Valley remains an important light industrial site for Bellevue. Flex-tech and research and development uses are allowed at a higher intensity to more efficiently use the land. With redevelopment, stream and vegetation corridors are enhanced. Just north of I-90 along Eastgate Way, high intensity office uses are allowed, providing more opportunities to support transit and forge connections between Bellevue College and technology-oriented businesses in Richards Valley. The drainage pond area that serves the Sunset Corporate Campus is transformed into an amenity for public enjoyment.

South of I-90, the Factoria area follows the general direction of the recent Factoria Subarea Plan and builds on the existing retail center as an amenity for residents and office workers. Residences are encouraged near Factoria Boulevard, and additional commercial uses are encouraged near I-90.

East of Center

East of the central focus at the transit center, land uses generally follow existing patterns emphasizing office development, regional auto dealerships and retail businesses serving the surrounding neighborhoods.

North of the Eastgate interchange, auto sales remain while office with ground floor retail is allowed. Retail uses, especially restaurants, are encouraged to serve the surrounding neighborhood. Similarly, the 156th Avenue corridor serves the eastward office park and nearby residents, and new development with residential or office over ground floor retail is allowed. New development enhances connections between 156th and the office park.

In the existing office park, infilling parking lots with additional office space is encouraged to intensify the land use. Retail is allowed at the ground floor to serve the office workers. However, before development occurs, Phantom Lake water quality and traffic concerns must be addressed.

Attachment C

Preliminary Preferred Alternative

The Eastgate Plaza area serves the surrounding neighborhood with a mix of retail, residential, and neighborhood service (e.g., library, clinic, and grocery) uses. Simultaneous multiple uses in new development is incentivized, and the grocery is encouraged to remain. Properties east of Eastgate Plaza could continue a similar mix of uses, or be developed with office or hotel use. Future development is sensitive to the neighboring single family residences, particularly regarding building height.

Transportation Concept

Existing traffic conditions and the anticipated increase in traffic volumes indicate that future interstate, roadway, transit, and bicycle/pedestrian improvements are important to adequately provide improved mobility in the area and serve new development. These strategies to maintain vehicular capacity and speed are paired with place-making improvements that enhance livability and community character.

The City strongly endorses the WA State Department of Transportation (WSDOT) corridor improvements to I-90 that have been identified in WSDOT's own I-90 study. Construction of eastbound and westbound auxiliary lanes by WSDOT on I-90 between 150th Avenue SE and Lakemont Boulevard would have significant benefits for mainline operations and would help minimize or eliminate the resulting queuing and congestion on City streets that lead to key on-ramps within the corridor.

Intersection improvements have been identified at existing choke-point locations adjacent to the Eastgate interchange to address peak hour traffic volumes that affect mobility in the corridor. A variety of approaches are contemplated to construct a more effective interface between the State's I-90 ramps and overpasses and the City's interconnecting streets. Use of widened arterials and/or roundabouts with boulevard treatments could enhance traffic safety and provide community gateway and identity opportunities.

An array of transportation improvements focus on connecting the fairly disparate districts in Eastgate. Along the north side of I-90, Eastgate Way serves as a major pedestrian and bicycle link, and SE 36th Street/Mountains to Sound Greenway Trail serves this function to the south. The Eastgate link in the Mountains to Sound Greenway Trail represents a unique opportunity to fill one of only five short missing links in this cross-state facility that will link Bellevue residents and people throughout the region to major population centers.

A wider/covered pedestrian walkway across the 142nd Avenue bridge will integrate designs of the frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound greenway concept. This enhanced bridge structure connects the two east-west non-motorized paths, provides a comfortable route for transit users as they enter and exit the direct access ramps, and offers a way for residents to the north and south to walk or bike to the central hub. North of the 142nd Ave SE bridge, transit circulation improvements will be made to enhance bus service connections to and through the campus and reinforce Bellevue College as an all-day transit service area. Together these improvements highlight 142nd Avenue as the "transit emphasis corridor" in the project area.

Connections and streetscapes that link office park complexes to retail, services, and transit will be improved. In the Lincoln Executive Center, Park-and-Ride, and Bellevue College area, an east-west main

Attachment C

Preliminary Preferred Alternative

street is formalized for multi-modal users and forms the basis for an auto, pedestrian, and bicycle grid structure. Paths in the office complex east of 156th Avenue Southeast are completed and/or improved to provide enhanced connectivity for pedestrians and cyclists, particularly to access retail and services in the 156th area.

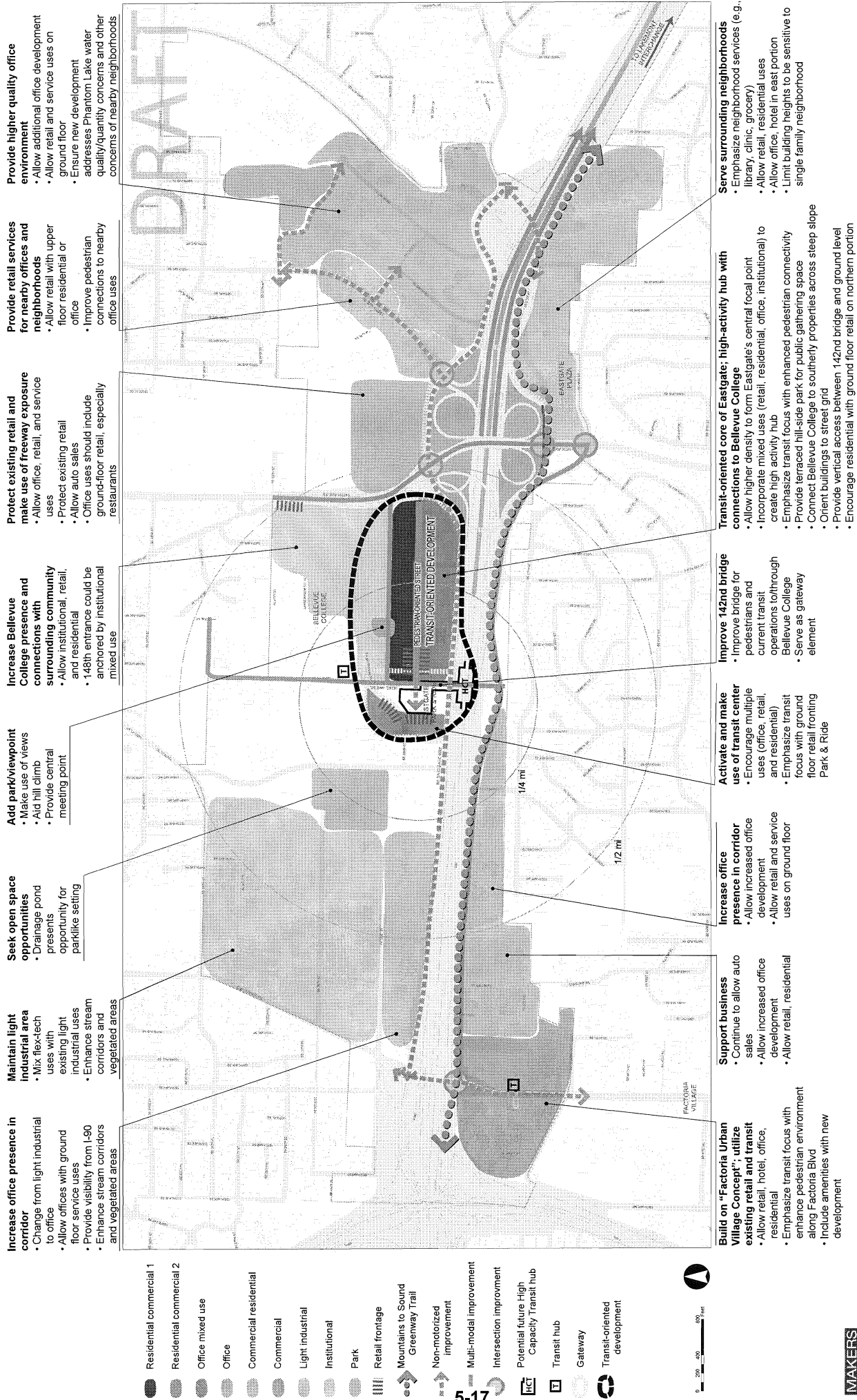
Character

The transit hub becomes the most active, visible and pedestrian oriented community, so a high quality urban character is necessary to create a positive identity for the Eastgate subarea. The pedestrian connection provided by the 142nd Ave bridge is noticeable from I-90, sculpturally marking the entry to Eastgate. High density redevelopment in the retail and transit center includes ample human scale architectural features, green spaces, and pathways. Ground floor retail is concentrated in strategic locations to create around-the-clock activity and a stimulating walking environment. New or improved parks and green spaces offer a variety of public gathering spots, places for rest, recreational activities, and urban and natural characters.

A secondary gateway, the Eastgate interchange, is enhanced with natural landscaping, particularly trees to add visual height to the gateway, to improve the automobile entry to Eastgate, and strengthen the “city in a park” feeling. Likewise, the boulevard treatment on 148th Avenue SE/150th Avenue SE extends the green entry into the neighborhood.

New development west and east of the center is at a lower density, although buildings facing I-90 may be large to make use of visibility from the freeway.

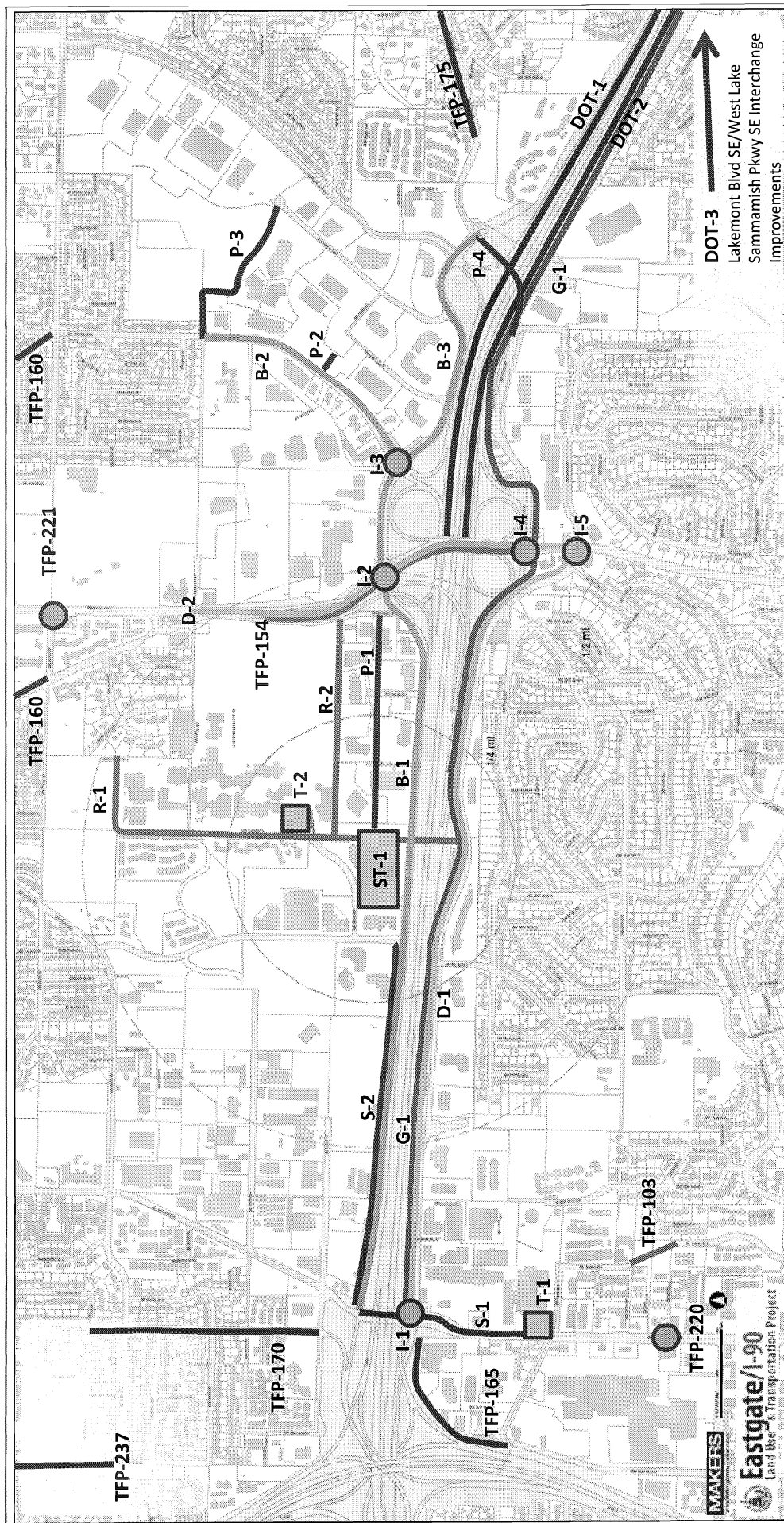
Connections throughout Eastgate incorporate safe walkways, street trees where appropriate, resting points on hill climbs, and pedestrian-scaled lighting, furniture, and landscaping. As a major east-west connector in south central Bellevue and a connection point for the Mountains to Sound Greenway Trail, SE 36th Street presents an opportunity to highlight Bellevue’s green character. East-west streetscape treatments are used to reinforce the image of Bellevue as a “city in a park” and better connect residents to local retail, services, and amenities.



Preliminary Preferred Alternative

DISCUSSION DRAFT

Draft Transportation Improvements



Eastgate/I-90
Land Use & Transportation Project



Draft Transportation Improvements

DRAFT TRANSPORTATION IMPROVEMENTS

Note: The Eastgate/I-90 Land Use and Transportation Project will recommend a long-range land use and transportation vision, which represents the first step in the plan adoption and, ultimately, the project development process. As such, the projects identified below are conceptual and the final details of design will be developed if/when projects proceed further along in the implementation process. Consistent with City practices, any transportation project that might move forward for additional design/study will involve additional community engagement to ensure that the projects are safe, attractive, and compatible with surrounding land uses.

Project	Location	Description	Funding Requirement	Key Responsibility
TFP-103	129th Place SE/ SE 38th Street to Newport Way	The TFP identifies this project as: "Extend 129th Place SE north to SE 38th Street. Investigate traffic operations at the intersection of 129th Place SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation." This project is identified in the 2005 Factoria Area Transportation Study.	\$4,590,000 TFP 2009-2020	City of Bellevue
TFP-154	148th/150th Avenue SE Third Southbound Lane (I-90 westbound on-ramp to SE 38th Street)	The TFP identifies this project as: "Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp." The 2002 Eastgate/I-90 Project has the following description for this project: "Adds a third SB lane along 148th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south to the 150th Avenue SE overpass. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass of I-90 already has three lanes. A third southbound lane on 148th Avenue SE north of this project is already built. Congestion levels at the intersection of 150th Avenue SE and Eastgate Way are projected to be lower during the pm peak hour in 2020 with this project than they are currently. Drivers are projected to experience a 41% reduction in travel time along this corridor during the pm peak hour over the travel times projected for 2020 without this widening. The City of Bellevue would act as the lead agency on for this project, with WSDOT and FHWA review." The difference between TFP-154 and the recommendation from this current effort is that (based on the 2009 Preliminary Screening Analysis by Pertee) a third continuous southbound through lane will be needed south from SE Eastgate Way to SE 38th Street.	\$2,200,000 COB est, 2011	City of Bellevue

TFP-220	SE 40th Lane/Factoria Blvd	The TFP identifies this project as: "Lengthen the SB to EB left turn lane and lengthen the WB left turn lane. This project is identified in the 2005 Factoria Area Transportation Study."	\$280,000 TFP 2009-2020	City of Bellevue
TFP-221	148th Ave Intersection Safety and Reliability	The TFP identifies this project as: "This project would improve the safety and reliability at four signalized intersections along the 148th Avenue corridor, including SE 24th Street, SE 8th Street, Main Street, and NE 8th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975."	\$1,000,000 TFP 2009-2020	City of Bellevue
TFP-160 (CIP-R-151)	145th Place SE - SE 16th Street to SE 24th Street; and SE 22nd St / 145th Place SE—156th Avenue SE Non-Motorized Improvements	Construct five foot bike lanes, curb, gutter and 6-foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street. The project will modify the 145th Place SE/SE 24th Street intersection. This project will also provide curb, gutter and 6-foot sidewalks where missing along the north side SE 22nd from 145th Place SE to 156th Avenue SE. Other improvements include storm water drainage, detention and water quality treatment improvements, signing, striping, illumination enhancements, and irrigation.	\$6,800,000 CIP 2011-2017	City of Bellevue
TFP-165	124th Avenue to 190th Street / 90th Street / 90th Street to 124th Avenue SE	A ten-foot-wide paved multipurpose trail would be constructed to connect 124th Avenue SE at SE 38th Street with the existing Mountains to Sound trailhead at SE 36th Street and Factoria Boulevard. The proposed trail would complete a link connecting 124th Avenue SE, the City of Bellevue's designated north-south bicycle route through Factoria, the Mountains to Sound trail at SE 36th Street and Factoria Boulevard. This project will be completed in 2011.	\$1,213,000 TFP 2009-2020	City of Bellevue
TFP-175	SE 34th Street / 162nd Pl SE—West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; widen curb lanes.	\$4,250,000 TFP 2009-2020	City of Bellevue
TFP-237	123rd Ave SE - SE 20th to SE 26th Streets	Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.	\$950,000 TFP 2009-2020	City of Bellevue

I-1	Factoria Boulevard/SE 36th Street Intersection Improvements	<p>Because of the limited opportunities for capacity related improvements at the Factoria Boulevard/SE 36th Street intersection, only non-motorized improvements are recommended for this location. A primary concern is pedestrian and bicycle access and safety across Factoria Boulevard at SE 36th Street. Construction of curb extensions could reduce the pedestrian crossing distance across both Factoria Boulevard, and SE 36th Street, and slow down turning vehicles. Addition of bicycle pavement markings through intersections has the potential to increase the visibility of cyclists to both motorists and pedestrians. It should be noted that the bicycle markings through the intersection are not standard practices for Bellevue at this time and would need to be vetted during the design process for appropriateness and consistency with City operating procedures.</p> <p>Due to operational problems at this intersection, staff recommends an intersection improvement is warranted at this location. One of the following two options is proposed to address projected 2030 PM peak hour traffic volumes at this intersection: (Option A) Includes significant widening of this signalized intersection: (i) Widen eastbound approach to a left turn lane, dual thru lanes, and right turn lane. (ii) Widen/restripe the northbound approach for dual left turn lanes, two thru lanes, and extend the right turn lane. (iii) Add additional westbound lane on the east and west legs. (iv) Include non-motorized improvements including bike lanes on Eastgate Way. If this option is funded in the future, a detailed operational analysis in the preliminary engineering phase of the project is recommended to determine the most appropriate lane configuration. (Option B) Construct a multi-lane roundabout with right turn bypass lanes and a signal meter on the westbound approach of SE Eastgate Way as an alternative solution. WSDOT Traffic Design, Headquarters confirms that the simulated capacity of “future operations of roundabout intersections for the Eastgate interchange show enhanced mobility and merit further consideration as a feasible approach to finding balance between motorized/non-motorized uses and the interface between community and regional transportation needs.” If this option is funded in the future, additional technical vetting of operations would be necessary by the City of Bellevue and WSDOT to validate the operation and design parameters to ensure a roundabout functions properly at the Eastgate Way / 150th Avenue SE Intersection.</p>	<p>Plan Range: < \$1M COB est, 2011</p>	City of Bellevue
I-2	Eastgate Way / 150th Avenue SE Intersection Improvement		<p>A: \$3,725,000 B: \$5,225,000 COB est, 2011</p>	City of Bellevue WSDOT

I-3	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp) Intersection Improvement	<p>One of the following two options is proposed to address projected 2030 PM peak hour traffic volumes at this intersection: (Option A) Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. This programmed project is identified as TFP-162, and was included in the alternatives modeling. (Option B) Construct a multi-lane roundabout as an alternative solution at the 156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp) Intersection. This project would be paired with project I-2 (Option B) to incorporate the use of landscaped medians in the SE Eastgate Way corridor between 150th Ave SE and 156th Ave SE. Landscaped medians provide an aesthetic enhancement and facilitate pedestrian crossings. WSDOT Traffic Design, Headquarters confirms that the simulated capacity of "future operations of roundabout intersections for the Eastgate interchange show enhanced mobility and merit further consideration as a feasible approach to finding balance between motorized/non-motorized uses and the interface between community and regional transportation needs."</p>	<p>A: \$880,000 B: \$3,700,000 COB est, 2011</p>	<p>City of Bellevue WSDOT</p>
-----	---	---	--	------------------------------------

I-4	150th Ave SE/ I-90 Eastbound Off-Ramp and SE 37th St Intersection Improvement	<p>Based on the projected 2030 PM peak hour LOS E conditions at this intersection, one of the following two options is proposed: (Option A) Includes significant widening of this signalized intersection: (i) East leg - Add dual WB left turns, add additional EB through lane. Include new sidewalk on south side. (ii) West leg – Widen I-90 off-ramp and stripe as a left turn, through lane, and dual right turn lanes. (iii) North leg – Extend the SB left turn lane to a total of 300 feet in length and phase as protected/permissive signalized movement; extend planned third SB lane to the intersection of SE 37th Street/150th Ave SE. (iv) South leg – Extend the SB right turn lane at SE 38th Street to the north to SE 37th Street. In addition, it is recommended to provide dual EB left turn lanes and a signal at the intersection of SE 37th Street and the I-90 on-ramp. The ramp itself would need to be widened to receive the dual left turns from SE 37th Street. (Option B) Construct a multi-lane roundabout as an alternative solution. WSDOT Traffic Design, Headquarters confirms that the simulated capacity of “future operations of roundabout intersections for the Eastgate interchange show enhanced mobility and merit further consideration as a feasible approach to finding balance between motorized/non-motorized uses and the interface between community and regional transportation needs.” If this option is funded in the future, additional technical vetting of operations would be necessary by the City of Bellevue and WSDOT to validate the operation and design parameters to ensure a roundabout functions properly at the 150th Ave SE/ I-90 Eastbound Off-Ramp and SE 37th St Intersection.</p>	<p>A: \$3,335,000 B: \$3,255,000 COB est, 2011</p>	<p>City of Bellevue WSDOT</p>
I-5	150th Ave SE and SE 38th St Intersection Improvement	<p>If project I-4 (Option B) is funded then construct a multi-lane roundabout at the 150th Ave SE and SE 38th St Intersection to incorporate the use of landscaped medians in the 150th Ave SE corridor between SE 38th St and SE 37 St. Landscaped medians provide an aesthetic enhancement and facilitate pedestrian crossings.</p>	<p>Plan Range: \$1M - \$4.9M COB est, 2011</p>	<p>City of Bellevue WSDOT</p>
P-1	Lincoln Executive Center to Eastgate Park & Ride pedestrian path improvements	<p>A new east-west pedestrian connection is formalized through the Lincoln Executive Center to the Eastgate Park-and-Ride.</p>	<p>Plan Range: \$1M - \$4.9M COB est, 2011</p>	<p>Private Developer</p>

P-2	SE 33rd Street extension to 156th Ave SE	Improve east-west pedestrian and bicycle connectivity to retail services in the project area by creating a 6 to 10' wide trail connection that links SE 33rd Street to 156th Avenue SE. This 110 ft long trail would be free of natural obstacles and may have stairs, retaining walls, and other man-made structures to help users access more challenging terrain and prevent resource degradation. This project is identified in the 2009 Eastgate/I-90 Preliminary Screening Analysis.	\$90,000 <i>COB est, 2011</i>	City of Bellevue I-90 Office Park
P-3	Improvements to trail connection between 156th Ave SE and the I-90 Office Park	Improve east-west pedestrian and bicycle connectivity in the corridor by enhancing the gravel/soft surface trail connection east of 156th Ave SE that connects to I-90 Office Park with an asphalt surface. The P-3 project is a component of project O-134 in the 2009 Pedestrian and Bicycle Transportation Plan (medium priority): "Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection." The project details will be finalized/coordinated with the Bellevue Airfield Park design process.	\$415,000 <i>COB est, 2011</i>	City of Bellevue I-90 Office Park
P-4	I-90 Tunnel between SE 37th Street and the Eastgate Way/ SE 35th Place intersection	The underpass to the east of Eastgate Plaza is improved to better support pedestrian and bicycle travel. The description for this high priority project (O-135-S) in the 2009 Pedestrian and Bicycle Transportation Plan is: "Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection."	Plan Range: \$1M - \$4.9M <i>COB est, 2011</i>	City of Bellevue WSDOT
T-1	Transit Center at Factoria Boulevard and SE 38th Street	Traffic modeling efforts employed during the 2005 Factoria Area Transportation Study found that "new transit facilities, such as a Factoria Transit Center at Factoria Boulevard and SE 38th St; bus rapid transit freeway stations on I-90 and I-405, and additional pedestrian connections could resolve most of the intersection congestion problems without additional roadway construction."	Plan Range: < \$1M <i>COB est, 2011</i>	City of Bellevue King County Metro Sound Transit

T-2	Transit Center on Bellevue College Campus	Reinforce Bellevue College as an all-day transit hub with enhanced bus service connections to and through the campus.	Plan Range: < \$1M COB est, 2011	City of Bellevue King County Metro Sound Transit Bellevue College
G-1	Mountains to Sound Greenway Trail (Factoria Blvd to Lakemont Blvd)	The Mountains to Sound Greenway Trail is a 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. The trail would run eastward along the north side of SE 36th St and then follow a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection. The trail would then cross the 150th Ave SE intersection and continue along the south side of SE 37th Street. The trail would then turn north just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) and continue eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd.	Plan Range: \$5M - \$9.9M COB est, 2011	City of Bellevue MTS Greenway Trust
D-1	SE 36th Street (Factoria Blvd and 150th Ave SE) Boulevard Project	As a major east-west connector in south central Bellevue and a connection point for the Mountains to Sound Greenway Trail, SE 36th Street presents an opportunity to highlight Bellevue's green character. East-west streetscape treatments can be used to reinforce the image of Bellevue as a "city in a park" and better connect residents to local retail, services, and amenities. SE 36th Street receives "boulevard" treatments similar to those done on Factoria Boulevard thereby improving the experience of all users of this corridor. The development of a "boulevard" treatment along this corridor could include: street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. This project aims to maintain vehicular capacity and speed of this corridor but without compromising livability, accessibility, or multi-modal users of this east-west corridor.	Plan Range: \$1M - \$4.9M COB est, 2011	City of Bellevue MTS Greenway Trust

D-2	148th Avenue SE/150th Avenue SE (SE 28th Street and SE 38th Street) Boulevard Project	As a major north-south connector in south central Bellevue and a gateway point for regional traffic on I-90, 148th Avenue SE/150th Avenue SE between SE 28th Street and SE 38th Street presents a major opportunity to highlight Bellevue's green character. North-south streetscape treatments can be used to reinforce the image of Bellevue as a "city in a park" and better connect residents to local retail, services, and amenities. 148th/150th receives "boulevard" treatments similar to those done on Factoria Boulevard thereby improving the experience of all users of this corridor. The development of a "boulevard" treatment along this corridor could include: street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. This project aims to maintain vehicular capacity and speed of this corridor but without compromising livability, accessibility, or multi-modal users of this north-south corridor.	Plan Range: \$1M - \$4.9M <i>COB est, 2011</i>	City of Bellevue
DOT-1	I-90 EB Aux Lane	Add an EB auxiliary lane from Eastgate to Lakemont interchange. This \$13M (\$2009 planning estimate) hard shoulder running project includes Active Traffic Management and is identified in the WSDOT I-90 Bellevue to North Bend Corridor Study.	Plan Range: \$10M + <i>COB est, 2011</i>	WSDOT
DOT-2	I-90 WB Aux Lane	Add a WB auxiliary lane between SR 900 in Issaquah to Eastgate interchange. This \$18M (\$2009 planning estimate) hard shoulder running project includes Active Traffic Management and is identified in the WSDOT I-90 Bellevue to North Bend Corridor Study.	Plan Range: \$10M + <i>COB est, 2011</i>	WSDOT
DOT-3	Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout, estimated at \$4.1M (\$2009 WSDOT planning estimate); (2) addition of a new roundabout at the westbound ramp terminal, estimated at \$1.4M (\$2009 WSDOT planning estimate); and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp, estimated at \$2.3M (\$2009 WSDOT planning estimate).	Plan Range: \$5M - \$9.9M <i>COB est, 2011</i>	WSDOT

R-1	142nd Place SE transit corridor enhancements (SE 36th Street to Kelsey Creek Road)	<p>A covered/widened walkway on the 142nd Place SE bridge will improve transit operations at the direct access ramp and at the intersection with SE 36th Street. North of the 142nd Place SE bridge, improvements would be needed at the intersection of Snoqualmie River Road and Coal Creek Road to reinforce Bellevue College as an all-day transit service area with enhanced bus service connections to and through the campus. This project would need to address the following key challenges: (i) Loss of College parking along Snoqualmie River Road; (ii) Conflicts with campus delivery vehicles and parking access driveways; (iii) Requires improvement to south campus entrance intersection and possible revisions to adjacent residential community access; (iv) Requires upgrade to pavement structure to support transit buses; (v) Require ADA accessible (8' feet wide) boarding/alighting platforms on both sides of Snoqualmie River Road; (vi) Neighborhood condominium developments affected by increase in vehicular generated noise; (vii) Non-campus vehicles "cutting through" campus; (viii) Need for a pedestrian walkway along the east side of roadway. This project is identified in the 2009 Eastgate/I-90 Preliminary Screening Analysis and in the Bellevue College Transportation Planning Study (July 2011).</p>	<p>Plan Range: \$5M - \$9.9M <i>COB est, 2011</i></p>	<p>City of Bellevue King County Metro Sound Transit Bellevue College</p>
R-2	New east-west roadway on Bellevue College Campus (142nd Place SE to 148th Avenue SE)	<p>Establish a new east-west roadway on the south edge of the campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus boundary. This project would need to address the following key challenges: (i) the large grade difference between the southeast corner of the campus and the arterial network (SE Eastgate Way and 148th Avenue SE); and, (ii) the geometric constraints of the I-90 ramps and 148th Avenue SE.</p>	<p>Plan Range: \$5M - \$9.9M <i>COB est, 2011</i></p>	<p>Bellevue College</p>
ST-1	Eastgate Park & Ride High Capacity Transit Station	<p>Create a high capacity transit (HCT) station facility at the Eastgate Park & Ride. Based on a 2001 Quit Claim Deed between WSDOT and the previous landholders, there are no height limitations at the Eastgate Park and Ride facility. The Sound Transit Phase 2 (ST-2) measure approved by voters in 2008 is the means by which light rail will be extended from Seattle to Bellevue and Redmond (the East Link project). ST-2 also included \$82 million in funding for detailed study of ST3, including HCT from Bellevue to Issaquah. It is not clear when Sound Transit will start the ST-3 study.</p>	<p>Plan Range: \$10M + <i>COB est, 2011</i></p>	<p>Sound Transit</p>

B-1	Eastgate Way (Richards Road to 148th Ave SE)	Add a 5 foot-wide bike lane on the south side of Eastgate Way from Richards Road (132nd Avenue SE) to 148th Avenue SE. This 1.28 mile bicycle project is identified as B-144-S in the 2009 Pedestrian and Bicycle Transportation Plan (high priority).	Plan Range: < \$1M COB est, 2011	City of Bellevue
B-2	156th Ave SE (between SE 27th Street and Eastgate Way)	Add a wide bike shoulder on both the east and west sides of 156th Avenue SE from SE 27th Street to SE Eastgate Way. These projects are identified as B-216-E and B-216-W in the 2009 Pedestrian and Bicycle Transportation Plan.	Plan Range: < \$1M COB est, 2011	City of Bellevue
B-3	Eastgate Way between 148th Ave SE to Phillips Rd/SE 35th Street	Add a 5 foot-wide bike lane on the north and south sides of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street). These projects are identified as B-147-N and B-147-S in the 2009 Pedestrian and Bicycle Transportation Plan.	Plan Range: < \$1M COB est, 2011	City of Bellevue
S-1	Factoria Boulevard Pedestrian Enhancements	The 2005 Factoria Transportation Study envisioned that "in the future Factoria, pedestrians can stroll along streets lined with shops and services, with a planting strip or parking separating them from moving vehicles." To realize this vision necessitates sidewalk, pedestrian crossing, and intersection improvements along Factoria Boulevard.	Plan Range: < \$1M COB est, 2011	City of Bellevue
S-2	Eastgate Way (Richards Road to 139th Ave SE)	Add a 6 foot wide sidewalk and 4 foot wide planter strip on the north side of Eastgate Way from Richards Road to 139th Avenue SE where not complete. This 3,442 ft sidewalk project is identified as S-378-N in the 2009 Pedestrian and Bicycle Transportation Plan (high priority).	Plan Range: \$1M - \$4.9M COB est, 2011	Private Developer



Eastgate/I-90

Land Use & Transportation Project

Eastgate/I-90 Land Use and Transportation Project

Council Principles

Approved by the Bellevue City Council on February 1, 2010.

The following Council Principles are intended to provide consistent direction over the course of this project. An over-arching consideration that cuts across all these Principles is the reality of fiscal constraints that limit the City's ability to fund major new infrastructure projects. To the extent that new infrastructure is needed to support potential land use changes, costs and ability to fund these improvements must be serious and early considerations.

1. Enhance the Eastgate corridor's economic vitality without degrading mobility in other parts of the City, and ensure that it continues to contribute to the diversity of the City's economic mix.
2. Retain and enhance neighborhood-oriented services and businesses, which are important to nearby residents of Bellevue and the adjacent Eastgate potential annexation area.
3. Improve linkages with Bellevue College, which may include land use and transportation strategies, as well as a variety of partnerships that benefit both the College and the City as a whole.
4. Better integrate land use and transportation across Eastgate, which may include consideration of transit-oriented development in portions of the area. Changes in land use should be informed by transportation opportunities and impacts. For example, the large Eastgate park and ride facility may create an opportunity for a transit overlay district, with well integrated land use and transportation performance.
5. Continue to evolve Eastgate's transportation infrastructure to a high performing, multi-modal system, including coordinating with service providers on increased transit service to the area.
6. Increase connectivity across the Eastgate corridor, addressing the area's numerous barriers such as its limited street and non-motorized (both pedestrian and bicycle) network, and stand-alone developments.
7. Model environmental sustainability in planning for Eastgate's future, so that future plans for the area produce measurable environmental benefits.
8. Improve the Eastgate Corridor's urban design quality and coherence, recognizing the area as a major City gateway and prominent location on the Mountain to Sound Greenway.
9. Work to improve the performance of state facilities in the area – I-90 and its access points—which today create major issues for the City's land use and arterial system.



Eastgate/I-90

Land Use & Transportation Project

Alternatives Evaluation Criteria

(Approved by Eastgate/I-90 Citizen Advisory Committee March 3, 2011)

These criteria were developed and approved by the Eastgate/I-90 Citizen Advisory Committee to help with the development and evaluation of land use and transportation alternatives for the Eastgate/I-90 corridor. As such, these criteria will not only help inform and shape alternatives for future consideration, but will also provide a basis and tool for comparing the strengths and weaknesses of alternatives against one another, and ultimately arriving at a final recommendation that best satisfies these criteria.

Market Feasibility

- Promotes private investment; provides meaningful opportunities for development or redevelopment
- Meets market needs; is grounded in economic realities

Economic Development

- Helps maintain Bellevue's economic diversity; ensures that Eastgate will play an important role in the overall economic mix of the city and the region
- Accommodates a balance of uses that contribute to the corridor's economic vitality and marketability
- Capitalizes on characteristics and growth opportunities unique to the Eastgate/I-90 corridor
- Provides opportunities for education, work force development, and job creation through partnerships between Bellevue College and area businesses

Compatibility with Adjacent Neighborhoods

- Promotes Eastgate's role in providing neighborhood services for nearby residential and commercial neighborhoods
- Provides for an appropriate transition between Eastgate and adjacent neighborhoods; respects and preserves the character of those neighborhoods

Environmental Quality/Sustainability

- Produces measurable environmental benefits compared to no action (e.g. reduced GHG emissions)
- Protects or improves sensitive natural features
- Provides opportunities to integrate the natural and built environment
- Improves the environment for public health as compared to no action

- Promotes sustainable design solutions throughout the overall study area (e.g., LEED, Built Green, Energy Smart)

Corridor Character

- Creates a sense of arrival or corridor gateway
- Promotes a legible character and sense of place; enhances unity through design, transportation system treatments, or other techniques
- Improves the beauty and aesthetics of the Eastgate area
- Provides an appropriate scale of development

Parks, Open Space, and Recreation

- Integrates parks and open space with land use, and capitalizes on the corridor's location on the Mountains-to-Sound Greenway Trail
- Promotes health, fitness, and life enjoyment through a variety of public and private open spaces, amenities, facilities, and/or passive and active recreation opportunities

Integration between Transportation and Land Use

- Land use is well suited to regional and local access and circulation patterns; can be accommodated without degrading mobility in other parts of the City
- Land use reduces Vehicle Miles Travelled and dependency on single-occupant vehicles
- Promotes opportunities for mixed-use, housing, and transit-oriented development to improve the land use/transportation mix
- Planned transportation system supports the planned land uses
- Includes or anticipates multi-modal transportation solutions (transit (including high-capacity transit), pedestrians, bicycles in addition to private vehicles)

Fiscal Feasibility

- Can be accomplished with both public and private investments in transportation and other infrastructure
- Positions the corridor to attract and leverage investment from other public and private sources and to capture opportunities that might arise from improved future economic conditions

Partnerships

- Provides opportunities for partnerships in implementing desired land use (e.g. with State of Washington, Bellevue College, Mountains to Sound Greenway, private sector, others)
- Provides opportunities for partnerships in transportation solutions (e.g. with WSDOT, Metro, private sector, others)

Attachment G

Land Use Projection Comparisons



Eastgate/I-90

Land Use & Transportation Project

The table below presents a comparison of growth projections by land use type for each of the alternatives (No Action, Draft Alternatives 1-3, and the Preliminary Preferred Alternative) in relation to existing (2008) quantities:

	Existing (2008)	No Action (change from existing)	Alt 1 (change from existing)	Alt 2 (change from existing)	Alt 3 (change from existing)	Prelim Pref Alt (change from existing)
Office (SF)	4,950,618	200,000	1,000,000	2,000,000	500,000	1,800,000
Retail (SF)	655,081	0	100,000	50,000	200,000	100,000
Housing (Units)	207	0	2,000	0	400	800
Institutional (SF)	1,115,480	280,000	350,000	420,000	280,000	350,000
Industrial (SF)	1,817,500	86,000	(167,000)	0	0	0
Hotel (Rooms)	655	0	200	300	100	300